

***Preliminary 2008 Metra
Program & Budget***

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Introduction

October 25, 2007

The Board of Directors of the Commuter Rail Division of the Regional Transportation Authority ("Commuter Rail Division") releases these options for the preliminary 2008 Operating and Capital Program and Budget, the 2009-2010 Financial Plan, and the 2008-2012 Capital Program for public hearing and discussion.

Public hearings on the preliminary 2008 Budget and Program are to be held in the City of Chicago, Suburban Cook County, DuPage County, Kane County, Lake County, McHenry County, and Will County on November 7 and 8, 2007, in compliance with Section 3B.10 of the Regional Transportation Authority Act, (70 ILCS 3615/1.01 et seq.).

This 2008 Budget and Program document differs substantially from documents presented in previous years. Given the fact that the State has yet to agree on any new sources of funding for public transit operations and has not provided for a new capital program in six years, the preliminary budget presents two options for bridging significant shortfalls in funding for operations as well as a reduced capital program for infrastructure maintenance and renewal. The Metra Board of Directors will vote on a final 2008 Budget on November 16, 2007.

Program and Budget

Over the past two decades, Metra has rebuilt the region's commuter rail network virtually from the ground up, creating one of the most modern, cost-efficient, and reliable public transportation systems in the nation. Today, however, its more than 20 years of hard work, commitment to innovation, and sound business practices are in jeopardy due to the continuing absence of a new state funding program to support Metra operations and ongoing investment in its infrastructure.

Decision Time

This Program and Budget document outlines the measures that will be required in 2008, and beyond, given the significant shortfalls in Metra capital and operating funding. The measures include ongoing annual fare increases, reductions in work force, and ultimately cutbacks in service. To avert such actions, and the resulting adverse impact on the system as a whole, the Governor and the legislature, together with the commuting and tax-paying public of the six-county region, must make the decision to continue Metra's progress by adequately funding Metra's budgetary requirements.

The Metra rail system is comprised of 11 lines providing service to and from the City of Chicago and more than 100 suburban communities at 239 stations. The network itself is made up of more than 1,100 pieces of rolling stock, 800 bridges, more than 2,000 signals, 16 rail storage yards, and six major maintenance facilities. Geographically, the Metra system is the largest in the United States; and its operational interface with an extensive freight network makes it arguably the nation's most complex. A system of such magnitude requires continual maintenance and renewal in order to preserve operational performance, safety, and service efficiency.

As noted, Metra has, since its formation in 1984, overseen a comprehensive program to improve and grow the regional commuter rail network in support of the twin objectives of core system maintenance and strategic service expansion. Metra has expended more than \$5 billion to overhaul and modernize the system and to create a cyclical program of preventive maintenance and renewal. Such investment has led to the emergence of one of the nation's premier commuter rail operations, with Metra enjoying a near unparalleled record of sustained ridership growth and operational excellence.

In 2008, however, the Metra system will be at a critical juncture. Despite an effective, business-like stewardship of Metra resources, sales tax receipts and farebox revenues have not kept pace with overall expense growth, especially given the extraordinary increase in cost for fuel, electrical power, security, and insurance. Costs for these items in particular are largely outside of Metra's control. Metra has experienced continuing shortfalls in funding for its operations since 2005, and over the five year period, 2008-2012, Metra will face a \$396 million gap in operating expenses without new funding.

To date, Metra has bridged these shortages through a variety of cost containment strategies and by shifting certain capital resources to operations. Over the past three years, Metra has diverted \$134.7 million in capital funding to cover operating expenses. This approach cannot be sustained. Every dollar that is shifted from capital to operating makes it just that much more difficult to maintain existing service levels due to delays in completing required infrastructure projects, equipment overhauls, and new rolling stock purchases.

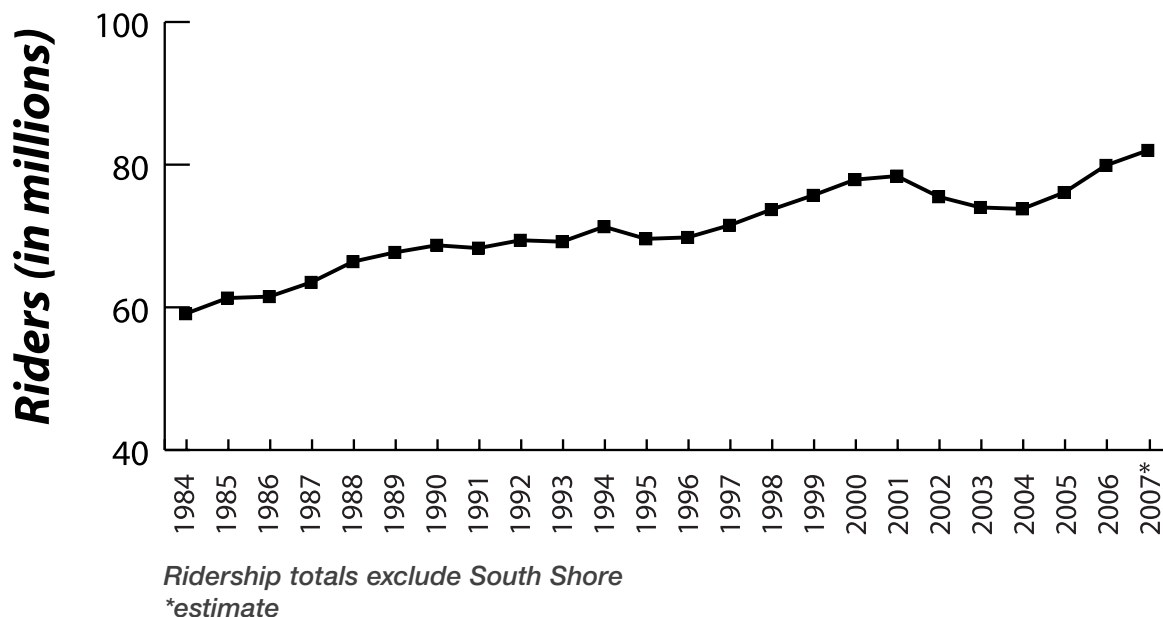
Over the past year, Metra, along with the RTA, CTA, and Pace, has been engaged in an ongoing process to demonstrate the need for new sources of state funding. As of this time, no financing plan has been acted upon by the General Assembly. Metra must, therefore, make some very serious and difficult decisions beginning in 2008 to bring its budget into line with available resources. Since a continued shift of capital funds is not an effective, nor prudent, long-term approach, fare increases, service reductions, and other actions will be required.

Ridership Continues to Grow

Ironically, at the very time Metra's funding woes are reaching a crisis stage, ridership on the commuter rail system is at all-time highs. In June, July, and August 2007, Metra achieved the three highest monthly ridership totals in its history; carrying more than 7 million passengers in three consecutive months or more than 22 million riders total. Ridership year-to-date in 2007 is up more than 4 percent over 2006 and is on line to reach nearly 82 million rides for the year as a whole.

In terms of ridership, Metra is the second largest commuter rail system in the United States. Since 1984, Metra system ridership has increased more than 47 percent and passenger miles have grown by 30 percent. As a measure of the system's importance to overall commuting patterns, Metra carries approximately 50 percent of the trips along the region's busy highway corridors during the morning rush. If Metra did not exist, more than 29 additional lanes of highway would be required to handle the traffic.

Metra Ridership 1984-2007



Metra's Revenue-to-Expense Ratio

At 55 percent, Metra is recognized as having one of the highest revenue-to-expense ratios of any rail system in the nation. To achieve such a standard, Metra has continuously implemented aggressive programs of cost reduction and cost containment. The results of these efforts were acknowledged by the Illinois Office of the Auditor General in its recently completed performance audit in which the OAG rated Metra better than its peers in nine out of ten measures of efficiency and effectiveness.

Metra has also used strategic capital investment as another critical element in its ability to maintain high standards of operational performance and efficiency. A key to this effort has been our ongoing cyclical program of preventive maintenance which has served to bring the system to a good state of repair. Guided by the principle of the more we capitalize, the less we need to subsidize, Metra has used the capital program as a very effective tool in holding the line on overall operational expense growth.

While Metra expects to meet its 55 percent recovery ratio in 2008, once various fare and budget actions are undertaken, it is expected that we will have increasing difficulty in maintaining this standard in future years without an infusion of additional state funding assistance. The continuing lack of adequate capital funding and the resulting disinvestment in the system will quickly begin to impact the quality and efficiency of our service. Experience shows that even just a few years of deferred maintenance can serve to significantly increase operating costs, and worse, it can take decades to recover and bring the system back to a state of good repair.

The Need for Action

In 2008, we project a shortfall of \$40.3 million in sales tax revenues used for operations. As described in the following pages, Metra is considering a range of actions to bridge this gap. Shifting capital dollars to operations cannot continue as the primary means for offsetting the shortfall in funding; other actions will be required, including a fare increase, changes in certain operating and maintenance procedures, staff and other manpower cuts, and possible reductions in service.

In terms of fares, there are two options under consideration with a fare increase of either 5 or 10 percent taking effect on February 1, 2008. A 5 percent increase would raise slightly more than \$10 million, and a 10 percent increase would generate approximately twice that amount. In addition, we will be forced to eliminate the popular weekend fare program. Instead, we will offer a \$7 all-day ticket for travel on either weekend day.

No proposed fare increase alone will be sufficient to bridge the funding gap, which stands at \$40.3 million in 2008. Further budget actions including the reduction of janitorial services and coach cleaning, the reduction of 100 jobs through attrition, a wage freeze for non-contract positions and the possible elimination of Sunday service will be necessary.

In addition to these actions for 2008, ongoing fare increases and service-related reductions will be needed if additional state funding does not materialize in 2009 and 2010. Current estimates show that another 10 percent fare increase in 2009 will leave a \$20 million shortfall in our operating budget and yet another 10 percent increase in 2010 will leave a \$30 million gap. It will, therefore, be necessary in 2009 to begin making cuts to peak and off-peak services to balance our operating budget.

Year-after-year fare increases, service cuts and the lower on-time performance due to disinvestment in our infrastructure will adversely impact ridership and ultimately, reduce operating revenues.

A Move to the Future or a Return to the Past

As discussed, Metra has always been guided by the fundamental principle that its ongoing program of capital investment has made the system more cost-efficient and helps to reduce the growth in direct operating expense. Clearly, the inverse of that proposition is equally true. That is, the less we capitalize, the more we will need to subsidize due to the deleterious effect such capital disinvestment will have on operating costs. As a result, our projected \$396 million shortfall will grow dramatically.

Metra must, therefore, be adequately funded in terms of operations. However, it is equally important that Metra also receive the capital assistance it requires to maintain the system and to preserve an overall state of good repair. Dilapidated rail cars, locomotives, yards and stations, and deteriorated track, bridges, and other facilities describe the conditions Metra faced at its inception. Metra has always recognized and aggressively pursued the twin objectives of core system preservation/renewal and strategic expansion. We have worked hard to overcome the consequences of decades' worth of capital disinvestment.

The system today remains, generally, in a state of good repair; however, one should never forget the condition of the system Metra inherited in 1984. While perhaps many of our current riders did not use the system back then, all should know full well what will happen if we fail to properly invest in the system now. We have seen that history and we understand that the region and the state simply cannot repeat the mistakes of the past and not properly fund Metra's ongoing capital program.

The Price of Deferment

Since 2005, Metra has shifted \$134.7 million in capital funds to its operating program. Each year that goes by without additional resources the situation will only worsen and Metra’s projected shortfall in operating subsidies will grow dramatically--fueled in large part by the continuing lack of sufficient state and federal capital monies to properly maintain the system. The relationship between capital and operating assistance, and the clear need for increases in both funding categories, is neither new nor sudden. Metra’s needs are real, as are the consequences if there is a continuing failure to act in a timely and responsive manner.

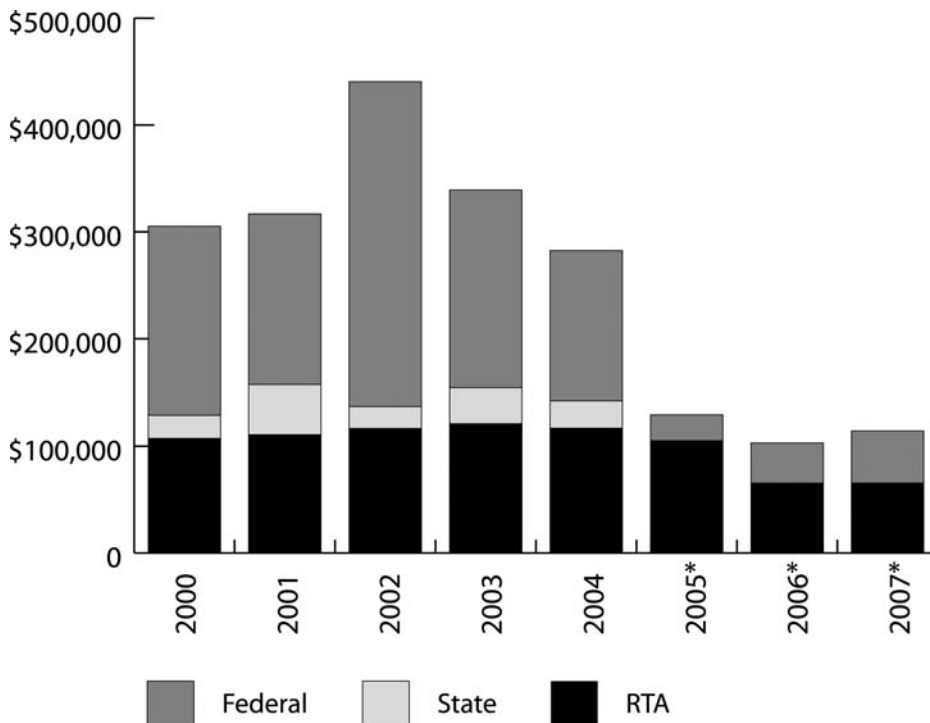
In current dollars, Metra requires a minimum annual investment of \$275 million to fund a comprehensive program of system renewal and to maintain the system at a state of good repair. Over the next 10 years, Metra will require approximately \$125 million per year, or nearly \$1.3 billion total, in additional state capital funding assistance over and beyond the amounts estimated to be available from federal sources. Failure to provide such assistance will result in an absolute and pervasive deterioration in service as well as a near-total inability to grow the system as necessary to meet the region’s burgeoning demand for more service.

And to re-emphasize this point; it is not just the routine or cyclical maintenance improvements that will not get done. Major capital needs would also go unmet; including such specific items as replacement of the Highliner fleet on Metra’s Electric District, continuation of our ongoing bridge and yard renewal programs, and remanufacture of the locomotive fleet. In addition, required local matching funds would also be in jeopardy for Metra’s New Start projects; specifically, planned service expansions along Metra’s Union Pacific West and Northwest lines, as well as the introduction of new SouthEast and STAR Line services.

In total, Metra’s major unfunded capital needs stand in the range of \$2.3 billion, making it essential that a state bond program along the lines of Illinois First and Build Illinois be re-established. To make such a bond program effective, however, baseline capital and operating needs must also be met. As such, planning efforts for Metra’s New Start projects will continue in 2008; however, without the creation of a new state bond program to provide the local match for federal dollars, we will be unable to secure the additional federal funds necessary to proceed.

METRA CAPITAL FUNDING SOURCES 2000 TO 2007

(Dollars in Thousands)



Federal funds used for preventative maintenance have been excluded from 2005, 2006, and 2007.

**No RTA SCIP Bonds. No IDOT Series B Bonds.*

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2008 Budget Options

Two options for the 2008 Budget and 2009-2010 Financial Plan are being submitted for public hearing and review. The Metra Board of Directors will choose between these options before voting to approve a final 2008 budget. Table 3 summarizes the two proposals.

The plan designated as Option A includes a 10 percent fare increase in 2008, the elimination of the weekend fare program and the creation of a \$7 all-day fare for Saturday and Sunday riders. In addition, this plan would reduce administrative staff by 100 positions and eliminate some janitorial and coach cleaning services. Option A also includes 10 percent fare increases in 2009 and 2010.

The plan designated as Option B includes a 5 percent fare increase, the elimination of Sunday service and the creation of a \$7 all-day fare on Saturday. In addition, this plan would reduce administrative staff by 100 positions and eliminate some janitorial and coach cleaning services. Option B also includes 10 percent fare increases in 2009 and 2010.

Table 1

2007 Forecast versus 2007 Budget

(Dollars in Thousands)

	2007 <u>BUDGET</u>	<u>DIFF</u>	<u>PCT</u>	2007 <u>FORECAST</u>
SYSTEM-GENERATED REVENUES:				
Passenger Revenue	\$227,850	\$2,510	1.1%	\$230,360
Investment Income	2,700	1,600		4,300
Capital Credits, Leases, and Other	54,510	-1,650		52,860
Subtotal - Cap Credits, Inv Inc, Leases, and Other	<u>57,210</u>	<u>-50</u>		<u>\$57,160</u>
TOTAL SYSTEM-GENERATED REVENUES	<u>\$285,060</u>	<u>\$2,460</u>	0.9%	<u>\$287,520</u>
OPERATING EXPENSES:				
Transportation	\$143,050	\$4,270		\$147,320
Maint. of Way & Substations	89,740	0		89,740
Maintenance of Equipment	93,450	300		93,750
MOE Apprentices	0	800		800
Administration	30,700	0		30,700
Risk Mgmt, Insurance, Claims & Related	19,300	270		19,570
Regional Services	11,100	0		11,100
Downtown Stations	<u>13,040</u>	<u>0</u>		<u>13,040</u>
Combined "All Other"	24,140	0		24,140
SUBTOTAL - BASE OPERATING EXPENSES	<u>\$400,380</u>	<u>\$5,640</u>	1.4%	<u>\$406,020</u>
Add: Diesel Fuel	\$59,580	-\$3,000	-5.0%	\$56,580
Security	17,000	0		17,000
Health Insurance	52,120	1,820	3.5%	53,940
RTA Pension	4,840	0		4,840
Electricity	20,060	-5,100	-25.4%	14,960
SUBTOTAL - HIGH VOLATILITY ITEMS	<u>\$153,600</u>	<u>-\$6,280</u>	-4.1%	<u>\$147,320</u>
TOTAL OPERATING EXPENSES	<u>\$553,980</u>		-0.1%	<u>\$553,340</u>
TOTAL FUNDING REQUIREMENTS	<u>\$268,920</u>	<u>-\$3,100</u>	-1.2%	<u>\$265,820</u>
Revenue Recovery Ratio	55.0%			55.6%
Exclusions from Recovery Ratio	\$35,750			\$35,990

2007 Forecast versus 2008 Budget

(Dollars in Thousands)

	2007 FORECAST	DIFF	PCT	2008 BUDGET
SYSTEM-GENERATED REVENUES:				
Passenger Revenue	\$230,360	\$2,300	1.0%	\$232,660
Investment Income	4,300	-\$530		
Capital Credits, Leases, and Other	52,860	-4,600		
Subtotal - Cap Credits, Inv Inc, Leases, and Other	\$57,160	-\$5,130		\$52,030
TOTAL SYSTEM-GENERATED REVENUES	\$287,520	-\$2,830	-1.0%	\$284,690
OPERATING EXPENSES:				
Transportation	\$147,320	\$5,930		\$153,250
Maint. of Way & Substations	89,740	5,190		94,930
Maintenance of Equipment	93,750	7,920		101,670
MOE Apprentices	800	1,160		1,960
Administration	30,700	0		30,700
Risk Mgmt, Insurance, Claims & Related	19,570	1,160		20,730
Regional Services	11,100	1,950		13,050
Downtown Stations	<u>13,040</u>	<u>600</u>		<u>13,640</u>
Combined "All Other"	24,140	2,550		26,690
SUBTOTAL - BASE OPERATING EXPENSES	\$406,020	\$23,910	5.9%	\$429,930
Add: Diesel Fuel	\$56,580	\$6,980	12.3%	\$63,560
Security	17,000	1,000	5.9%	18,000
Health Insurance	53,940	3,630	6.7%	57,570
RTA Pension	4,840	0		4,840
Electricity	14,960	230	1.5%	15,190
SUBTOTAL - HIGH VOLATILITY ITEMS	\$147,320	\$11,840	8.0%	\$159,160
TOTAL OPERATING EXPENSES	\$553,340	\$35,750	6.5%	\$589,090
TOTAL FUNDING REQUIREMENTS	\$265,820	\$38,580	14.5%	\$304,400
Sales Tax Funding				\$264,100
Funding Shortfall				\$40,300
Revenue Recovery Ratio	55.6%			48.3%
Exclusions from Recovery Ratio	\$35,990			\$37,800

Table 3

2008 Budget Reduction Alternatives

(Dollars in Millions)

	<u>Option A</u>	<u>Option B</u>
Revenues	\$284.7	\$284.7
Expenses	589.1	589.1
Operating Deficit	\$304.4	\$304.4
Sales Tax	264.1	264.1
Funding Shortfall	-\$40.3	-\$40.3
10% Fare Increase	\$20.6	---
5% Fare Increase	---	\$10.3
Revised ridership estimate	---	\$3.3
Increase Saturday & Sunday Fares to \$7	\$3.0	---
Separate Sunday Only Fare for \$7	\$1.0	---
Increase Only Saturday Fares to \$7	---	\$2.0
Discontinue Sunday Service	---	-\$2.5
Subtotal - Fare Actions	\$24.6	\$13.1
Discontinue Sunday Service	---	\$11.5
Administrative Reductions	\$7.7	\$7.7
Quality of Service Reductions (Janitorial, Coach, Apprentices and Other)	\$8.0	\$8.0
Subtotal--Expense Reductions	\$15.7	\$27.2
Totals--Proposed Budget Actions	\$40.3	\$40.3
Remainder to Fund	\$0.0	\$0.0



Table 4

2008 Operating Budget Summary

2009-2010 Financial Plan

Option A

	2008		2009		2010		
	BUDGET	DIFF	PCT	PLAN	GROW	PCT	PLAN
SYSTEM-GENERATED REVENUES							
Passenger Revenue	\$254,960	\$15,520	6.1%	\$270,480	\$15,790	5.8%	\$286,270
Capital Credits, Leases, and Other	54,290	-4,000	-7.4%	50,290	0	0.0%	50,290
TOTAL SYSTEM-GENERATED REVENUES	\$309,250	\$11,520	3.7%	\$320,770	\$15,790	4.9%	\$336,560
OPERATING EXPENSES:							
Transportation, MOW, and MOE	\$341,820	\$13,370	3.9%	\$355,190	\$13,890	3.9%	\$369,080
Mechanical Apprentices	0	3,000	--	3,000	500	16.7%	3,500
MOW and MOE Costs	0	5,000	--	5,000	2,000	40.0%	7,000
Administration	27,650	0	0.0%	27,650	0	0.0%	27,650
Risk Mgmt, Insurance, Claims & Related	19,930	800	4.0%	20,730	1,030	5.0%	21,760
Regional Services & Downtown Stations	26,380	3,840	14.6%	30,220	1,340	4.4%	31,560
RTA Pension	4,840	0	0.0%	4,840	100	2.1%	4,940
Health Insurance	55,980	4,480	8.0%	60,460	4,830	8.0%	65,290
Diesel Fuel	63,560	6,360	10.0%	69,920	6,990	10.0%	76,910
Electricity	15,190	570	3.8%	15,760	1,180	7.5%	16,940
Security	18,000	1,000	5.6%	19,000	1,000	5.3%	20,000
TOTAL OPERATING EXPENSES	\$573,350	\$38,420	6.7%	\$611,770	\$32,860	5.4%	\$644,630
TOTAL FUNDING REQUIREMENTS	\$264,100	\$26,900	10.2%	\$291,000	\$17,070	5.9%	\$308,070
Available Sales Tax	\$264,100			\$271,000			\$278,070
Funding Shortfall	\$0			\$20,000			\$30,000

Table 5

2008 Operating Budget Summary

2009-2010 Financial Plan

Option B

	2008		2009		2010		
	BUDGET	DIFF	PCT	PLAN	GROW	PCT	PLAN
SYSTEM-GENERATED REVENUES							
Passenger Revenue	\$243,460	\$15,560	6.4%	\$259,020	\$15,000	5.8%	\$274,020
Capital Credits, Leases, and Other	54,290	-4,000	-7.4%	50,290	0	0.0%	50,290
TOTAL SYSTEM-GENERATED REVENUES	\$297,750	\$11,560	3.9%	\$309,310	\$15,000	4.8%	\$324,310
OPERATING EXPENSES:							
Transportation, MOW, and MOE	\$333,990	\$13,200	4.0%	\$347,190	\$13,450	3.9%	360,640
Mechanical Apprentices	0	3,000	--	3,000	500	16.7%	3,500
MOW and MOE Costs	0	5,000	--	5,000	2,000	40.0%	7,000
Administration	27,650	0	0.0%	27,650	0	0.0%	27,650
Risk Mgmt, Insurance, Claims & Related	19,930	800	4.0%	20,730	1,030	5.0%	21,760
Regional Services & Downtown Stations	26,380	3,840	14.6%	30,220	1,340	4.4%	31,560
RTA Pension	4,840	0	0.0%	4,840	100	2.1%	4,940
Health Insurance	55,980	4,480	8.0%	60,460	4,830	8.0%	65,290
Diesel Fuel	60,420	6,040	10.0%	66,460	6,640	10.0%	73,100
Electricity	15,190	570	3.8%	15,760	1,180	7.5%	16,940
Security	17,470	1,530	8.8%	19,000	1,000	5.3%	20,000
TOTAL OPERATING EXPENSES	\$561,850	\$38,460	6.8%	\$600,310	\$32,070	5.3%	\$632,380
TOTAL FUNDING REQUIREMENTS	\$264,100	\$26,900	10.2%	\$291,000	\$17,070	5.9%	\$308,070
Available Sales Tax	\$264,100			\$271,000			\$278,070
Funding Shortfall	\$0			\$20,000			\$30,000

Table 6

2008 Metra Capital Program *(Dollars in Thousands)*

CAPITAL ASSET & PROJECT	RR	2008
Rolling Stock		
Bi-level Car Rehabilitation	System	14,550
Traction Motor Rebuilds	System	1,650
Fleet Component Overhaul and Improvement	System	6,200
Maintenance Tracking System	System	2,000
Rolling Stock Subtotal		24,400
Track and Structures		
Track Infrastructure Improvements	System	27,000
Grade Crossing Renewals (Road and Track Surfaces)	System	3,000
Bridge Rehabilitation	System	17,650
Retaining Wall Rehabilitation	System	3,400
Belmont Road Grade Separation	BNSF	6,700
Structural Improvements	System	5,750
Track and Structures Subtotal		63,500
Signal-Electrical-Communications		
Signal System Upgrades	System	10,350
Interlocker Upgrades	System	9,700
Electrical System Improvements	System	2,700
Electrical and Communications System Improvements	System	1,950
Signal-Electrical-Communications Subtotal		24,700
Support Facilities & Equipment		
Renewal of Yards, Shops, and Other Facilities	System	8,500
Crew Facilities	System	5,500
Facilities Renewal	System	4,600
Right-of-way Maintenance Equipment	System	3,850
Support Facilities & Equipment Subtotal		22,450
Stations and Parking		
Des Plaines Station	UPR	2,000
Station Upgrades and ADA Improvements	System	6,000
Electronic Parking Fee Collection Equipment	System	1,000
Stations and Parking Subtotal		9,000
Federal New Starts Program		
Metra Connects: Northwest Line New Start	UPR	5,000
Metra Connects: SouthEast Service New Start	MET	5,000
Metra Connects: STAR Line New Start	MET	5,000
Metra Connects: West Line New Start	UPR	5,000
Federal New Starts Program Subtotal		20,000
Support Activities		
Capital Program Support	System	5,371
Capital Project Management	System	7,800
Support Activities Subtotal		13,171
TOTAL OF CAPITAL PROJECTS:		177,221



2008 Metra Capital Program *(Dollars in Thousands)*

CAPITAL ASSET & PROJECT	RR	2008
CONGRESSIONAL EARMARKS:		
35th Street Station	RID	1,087
80th Avenue-Tinley Park Parking	RID	174
Joliet Station Parking	RID	625
Geneva Station Parking	UPR	869
St. Charles Intermodal Parking Structure	System	978
Kennedy-King College-Auburn Park Station Feasibility Study	System	65

TOTAL OF CONGRESSIONAL EARMARKS: 3,798

HOMELAND SECURITY: 5,000

PREVENTIVE MAINTENANCE: 0

TOTAL PROGRAM: 186,019

- *Each fiscal year of the five-year program includes \$27.2 million of IDOT funds. Currently, no legislation for this funding exists.*
- *Given the lack of a stable funding base for operations, a state of disinvestment in the capital asset base will begin in 2010.*

Note: Subtotals and Total may not sum precisely due to rounding to nearest thousand within individual figures.

Table 7

Metra Capital Program: 2009-2012 Outyear Component *(Dollars in Thousands)*

CAPITAL ASSET & PROJECT	RR	2009-2012
Rolling Stock		
Rehabilitation of Locomotives	System	33,851
Bi-level Car Rehabilitation	System	51,425
Traction Motor Rebuilds	System	6,200
Electric District Rolling Stock Replacement	MED	128,000
Fleet Component Overhaul and Improvement	System	11,400
Voice-to-Train Communication System	System	2,300
Maintenance Tracking System	System	3,000
Rolling Stock Subtotal		236,176
Track and Structures		
Track Infrastructure Improvements	System	71,740
Grade Crossing Renewals (Road and Track Surfaces)	System	12,000
Bridge Rehabilitation	System	121,500
Retaining Wall Rehabilitation	System	16,200
Structural Improvements	System	18,272
Track and Structures Subtotal		239,712
Signal-Electrical-Communications		
Signal System Upgrades	System	42,800
Grade Crossing Improvements and Upgrades	System	11,300
Interlocker Upgrades	System	30,250
Switch Heater Replacements and Backup Generators	System	1,600
Catenary Wire and Transmission Lines	MED	5,500
Signal and Electrical Improvements	System	3,200
Electrical System Improvements	System	4,700
Electrical and Communications System Improvements	System	25,550
Communications Equipment	System	8,010
Signal-Electrical-Communications Subtotal		132,910
Support Facilities & Equipment		
Renewal of Yards, Shops, and Other Facilities	System	45,300
Crew Facilities	System	5,500
Facilities Renewal	System	2,700
Right-of-way Maintenance Equipment	System	17,514
Support Facilities & Equipment Subtotal		71,014
Stations		
Station Upgrades and ADA Improvements	System	15,270
Stations Subtotal		15,270
Federal New Starts Program		
Metra Connects: Northwest Line New Start	UPR	0
Metra Connects: SouthEast Service New Start	MET	0
Metra Connects: STAR Line New Start	MET	0
Metra Connects: West Line New Start	UPR	0
Federal New Starts Program Subtotal		0

Metra Capital Program: 2009-2012 Outyear Component *(Dollars in Thousands)*

CAPITAL ASSET & PROJECT	RR	2009-2012
Support Activities		
Capital Program Support	System	2,917
Capital Project Management	System	3,300
Support Activities Subtotal		6,217
TOTAL OF CAPITAL PROJECTS:		701,300
CONGRESSIONAL EARMARKS:		
35th Street Station	RID	1,129
80th Avenue-Tinley Park Parking	RID	181
Joliet Station Parking	RID	649
Geneva Station Parking	UPR	903
St. Charles Intermodal Parking Structure	System	1,016
Kennedy-King College-Auburn Park Station Feasibility Study	System	68
TOTAL OF CONGRESSIONAL EARMARKS:		3,944
HOMELAND SECURITY:		20,000
PREVENTIVE MAINTENANCE:		0
TOTAL PROGRAM:		725,244

- *Each fiscal year of the five-year program includes \$27.2 million of IDOT funds. Currently, no legislation for this funding exists.*
- *Given the lack of a stable funding base for operations, a state of disinvestment in the capital asset base will begin in 2010.*

Note: Subtotals and Total may not sum precisely due to rounding to nearest thousand within individual figures.

Table 8

2008-2012 Capital Program Sources

	2008	2009	2010	2011	2012	Totals
Federal						
Base Program						
Fixed Guideway	66,900,000	70,100,000	72,800,000	75,500,000	78,400,000	363,700,000
Formula	63,121,000	69,900,000	72,500,000	75,200,000	78,100,000	358,821,000
subtotal	130,021,000	140,000,000	145,300,000	150,700,000	156,500,000	722,521,000
New Start	20,000,000	0	0	0	0	20,000,000
subtotal	150,021,000	140,000,000	145,300,000	150,700,000	156,500,000	742,521,000
Congressional Earmarks						
subtotal	3,798,366	3,944,457	0	0	0	7,742,823
subtotal	153,819,366	143,944,457	145,300,000	150,700,000	156,500,000	750,263,823
Homeland Security						
total Federal	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
total Federal	158,819,366	148,944,457	150,300,000	155,700,000	161,500,000	775,263,823
IDOT--Series B Bonds*						
total Federal	27,200,000	27,200,000	27,200,000	27,200,000	27,200,000	136,000,000
Grand Total	186,019,366	176,144,457	177,500,000	182,900,000	188,700,000	911,263,823

**Although no State of Illinois Series B Bond capital funding currently exists, the RTA requested that Metra, CTA, and Pace assume IDOT Series B funding for the five-year period. THE CAPITAL PROGRAM WOULD NEED TO BE FURTHER REDUCED WITHOUT THESE RESOURCES.*

Table 9

Physical Description

Carrier/Line	Location of Outlying Terminal	Downtown Terminal	Number of Stations		Accessible		Rolling Stock				Route Miles		
			Illinois	Out of State	Total	Stations		Loco- motives	Trailer Cars	Cab Cars		Electric Propelled	
						Partial	Full						
BNSF Railway	Aurora, IL (Kane Co.)	Chicago Union Station	25	0	25	6	12	27	116	51	0	144.0	37.5
Union Pacific	Kenosha, WI (Kenosha Co.)	Ogilvie Transportation Ctr.	24	1	25	0	21					107.5	51.6
	Harvard, IL (McHenry Co.)	Ogilvie Transportation Ctr.	21	0	21	3	15					161.1	63.1
McHenry Branch	McHenry, IL (McHenry Co.)	Ogilvie Transportation Ctr.	1	0	1	1	0					8.0	7.4
West Line	Elburn, IL (Kane Co.)	Ogilvie Transportation Ctr.	18	0	18	3	13					144.2	43.6
Total			64	1	65	7	49	54	251	63	0	418.2	162.3
South Shore (NICTD)	South Bend, IN (St. Joseph Co.)	Millennium Station	8	12	20	0	6	0	0	0	68	148.9	90.1
Electric District	University Park, IL (Will Co.)	Millennium Station	32	0	32	0	12					86.0	31.5
	Blue Island, IL (Cook Co.)	Millennium Station	7	0	7	0	1					5.0	4.4
South Chicago Branch	Chicago, IL (Cook Co.)	Millennium Station	8	0	8	0	6					11.3	4.7
Total			47	0	47	0	19	0	0	0	173	102.3	40.6
Heritage Corridor	Joliet, IL (Will Co.)	Chicago Union Station	5	0	5	0	4	3	9	5	0	78.0	37.2
Milwaukee District	Fox Lake, IL (Lake Co.)	Chicago Union Station	20	0	20	3	14					97.0	49.5
	Elgin, IL (Kane Co.)	Chicago Union Station	21	0	21	1	19					102.8	39.8
Total			41	0	41	4	33	32	65	83	0	186.4	83.9
North Central Service	Antioch, IL (Lake Co.)	Chicago Union Station	15	0	15	0	15	6	17	15	0	85.0	52.8
SouthWest Service	Manhattan, IL (Will Co.)	Chicago Union Station	12	0	12	0	11	5	28	7	0	59.3	40.8
Rock Island District	Joliet, IL (Will Co.)	LaSalle Street Station	13	0	13	3	9					84.0	40.2
	Blue Island, IL (Cook Co.)	LaSalle Street Station	11	0	11	5	3					13.3	6.6
Total			24	0	24	8	12	17	57	51	0	97.1	46.8
Downtown Chicago Stations (not included above)			5	0	5	0	5						
System Totals			239	13	252	25	160	144	543	275	173	1,251.5	564.8

Operating & Service Characteristics as of 2007

Carrier/Line	Revenue Trains			Train Miles Jul06-Jun07	Car Miles Jul06-Jun07	Average Scheduled Speeds			On-Time Performance	
	Weekday	Sat	Sun/Hol			Weekday Peak	Weekday Off-Peak	Weekend/ Holiday	2006 Average	Jan-Jun07 Average
BNSF Railway	94	28	18	946,936	6,834,750	35.4	28.3	29.5	95.0%	95.2%
Union Pacific	70	22	16	692,645	3,799,068	29.9	24.4	29.7	97.6%	96.5%
Northwest	65	24	15	936,696	6,208,804	33.4	32.4	33.9	97.7%	96.3%
West	59	20	18	688,007	4,595,813	30.5	30.8	31.2	94.7%	94.4%
Total	194	66	49	2,317,348	14,603,685				96.7%	95.8%
South Shore (NICTD)	41	21	21	766,941	4,216,781	35.2	37.4	38.6	83.9%	81.1%
Electric District	79	46	20	724,994	3,646,669	24.0	22.9	22.7	97.8%	97.3%
Blue Island	37	30	0	151,761	487,522	32.0	29.6	29.2	97.9%	98.0%
So Chicago	54	48	20	227,993	885,329	20.2	17.1	19.2	98.8%	98.1%
Total	170	124	40	1,104,748	5,019,520				98.2%	97.7%
Heritage Corridor	6	0	0	56,659	262,926	35.2	--	--	92.9%	89.6%
Milwaukee District	60	20	18	740,518	4,356,652	32.1	31.0	31.8	93.7%	94.1%
West	58	24	18	647,485	4,399,930	29.5	27.2	29.8	96.0%	95.9%
Total	118	44	36	1,388,003	8,756,582				94.9%	95.0%
North Central Service	22	0	0	229,881	1,812,379	34.4	34.2	--	94.5%	93.7%
SouthWest Service	30	0	0	276,832	1,306,749	27.1	27.2	--	93.1%	97.0%
Rock Island District	68	20	16	695,957	4,804,296	29.2	26.8	30.3	96.3%	94.3%
System Totals/Averages	743	303	180	7,783,305	47,617,668	31.5	28.7	30.1	95.6%	95.0%



Table 11

Rail Stations by Fare Zone

ZONE	BNSF		ELECTRIC MAIN LINE		ELECTRIC BLUE ISLAND		ELECTRIC SOUTH CHICAGO		HERITAGE		MILWAUKEE NORTH		MILWAUKEE WEST		
A (0.0-5.0)	CUS*	0.0	Millennium	0.0					CUS*	0.0	CUS*	0.0	CUS*	0.0	
	Halsted	1.8	Van Buren	0.8							Western	2.9	Western	2.9	
	Western	3.8	Roosevelt	1.4											
			18th	2.2											
			23rd	2.7											
		27th	3.2												
B (5.1-10.0)	Cicero	7.0	47th	5.9			Stony Island	9.1			Healy	6.4	Grand/Cicero	6.6	
	LaVergne	9.1	53rd	6.5			Bryn Mawr	9.7			Grayland	8.2	Hanson Park	7.7	
	Berwyn	9.6	56th	7.0			South Shore	10.3			Mayfair	9.0	Galewood	8.6	
	Harlem	10.1	59th	7.4			Windsor Park	10.9					Mars	9.1	
			63rd	7.9			79th	11.5					Mont Clare	9.5	
			75th	9.3			83rd	12.0							
			79th	10.0			87th	12.5							
						93rd	13.2								
C (10.1-15.0)	Riverside	11.1	83rd	10.4					Summit	11.9	Forest Glen	10.2	Elmwood Park	10.2	
	Hollywood	11.8	87th	10.9							Edgebrook	11.6	River Grove	11.4	
	Brookfield	12.3	91st	11.4							Morton Grove	14.3	Franklin Park	13.2	
	Congress Park	13.1	95th	12.0									Mannheim	14.0	
	La Grange	13.8	103rd	13.0											
	Stone Ave	14.2	107th	13.5											
		111th	14.0												
		115th	14.5												
D (15.1-20.0)	Western Springs	15.5	Riverdale	17.3	State St	15.6			Willow Springs	17.5	Golf	16.2	Bensenville	17.2	
	Highlands	16.4	Ivanhoe	18.2	Stewart Ridge	16.0					Glenview	17.4	Wood Dale	19.1	
	Hinsdale	16.9	147th	19.0	W. Pullman	16.7					Glen/N.Glenview	18.8			
	W. Hinsdale	17.8	Harvey	20.0	Racine	17.0									
	Clarendon Hills	18.3			Ashland	17.9									
	Westmont	19.5			Burr Oak	18.4									
					Blue Island	18.9									
E (20.1-25.0)	Fairview Ave	20.4	Hazel Crest	22.3					Lemont	25.3	Northbrook	21.1	Itasca	21.1	
	Main St	21.2	Calumet	22.8							Lake-Cook Road	23.0	Medinah	23.0	
	Belmont	22.6	Homewood	23.5							Deerfield	24.2	Roselle	23.9	
	Lisle	24.5	Flossmoor	24.9											
F (25.1-30.0)	Naperville	28.5	Olympia Fields	26.6							Lake Forest	28.4	Schaumburg	26.5	
			211th	27.6									Hanover Park	28.4	
			Matteson	28.2									Bartlett	30.1	
			Richton Park	29.3											
G (30.1-35.0)	Route 59	31.6	University Park	31.5					Lockport	32.9					
H (35.1-40.0)	Aurora	37.5							Joliet	37.2	Libertyville	35.5	National St	36.0	
											Prairie Crossing/ Libertyville	39.2	Elgin	36.6	
I (40.1-45.0)													Bin Timber	39.8	
											Grayslake	41.0			
J (45.1-50.0)											Round Lake	44.0			
											Long Lake	46.0			
											Ingleside	47.8			
K (50.1-55.0)											Fox Lake	49.5			
M (60.1-65.0)															

* CUS=Chicago Union Station, # OTC=Ogilvie Transportation Center

NORTH CENTRAL SERVICE		ROCK ISLAND MAIN		ROCK ISLAND BRANCH		SOUTHWEST SERVICE		UNION PACIFIC NORTH		UNION PACIFIC NORTHWEST		UNION PACIFIC WEST	
CUS* Western	0.0 2.9	La Salle	0.0			CUS*	0.0	OTC* Clybourn	0.0 2.9	OTC* Clybourn	0.0 2.9	OTC* Kedzie	0.0 3.6
		Gresham	9.8					Ravenswood Rogers Park	6.5 9.4	Irving Park Jefferson Park Gladstone Park	7.0 9.1 10.1	Oak Park River Forest	8.5 9.7
River Grove Belmont Ave. Schiller Park	11.4 13.0 14.8	95th St Washington Hts	10.9 12.0	Brainerd 91st 95th 99th 103rd 107th 111th 115th 119th	10.6 11.3 11.7 12.3 12.8 13.3 13.8 14.3 14.8	Wrightwood Ashburn	11.2 12.6	Main St Davis Central Wilmette	11.0 12.0 13.3 14.4	Norwood Park Edison Park Park Ridge Dee Road	11.4 12.6 13.5 15.0	Maywood Melrose Park Bellwood Berkeley	10.5 11.3 12.6 14.3
Rosemont O'Hare Transfer	15.6 17.1	Vermont Robbins Midlothian	15.7 17.2 18.4	123rd Prairie Vermont	15.2 15.8 16.4	Oak Lawn Chicago Ridge Worth Palos Heights	15.2 16.8 18.2 18.7	Kenilworth Indian Hill Winnetka Hubbard Woods Glencoe	15.2 15.8 16.6 17.7 19.2	Des Plaines Cumberland Mt Prospect	17.1 18.6 20.0	Elmhurst Villa Park Lombard	15.7 17.8 19.9
Prospect Heights	24.0	Oak Forest Tinley Park 80th Ave	20.4 23.5 25.1			Palos Park 143rd 153rd	20.3 23.6 25.2	Braeside Ravinia Highland Park Highwood	20.5 21.5 23.0 24.5	Arlinaton Heiohts Arlington Park	22.8 24.4	Glen Ellyn College Ave Wheaton	22.4 23.8 25.0
Wheeling Buffalo Grove	27.2 29.5	Hickory Creek Mokena	27.5 29.6			179th	28.9	Fort Sheridan Lake Forest	25.7 28.3	Palatine	26.8	Winfield West Chicago	27.5 29.8
Prairie View Vernon Hills	31.6 33.0	New Lenox	34.0					Lake Bluff Great Lakes North Chicago	30.2 32.2 33.7	Barrington	31.9		
Mundelein Prairie Crossing/ Libertyville	36.9 40.7	Joliet	40.2			Laraway Rd.	35.8	Waukegan	35.9	Fox River Grove Cary	37.3 38.6	Geneva	35.5
Washington St.	43.9					Manhattan	40.8	Zion Winthrop Harbor	42.1 44.5	Pingree Road Crystal Lake	41.7 43.2	La Fox Elburn	40.9 43.6
Round Lk Beach Lake Villa	45.9 48.2												
Antioch	52.8							Kenosha	51.5	Mc Henry Woodstock	50.6 51.6		
										Harvard	63.1		

Table 12

Forecasted Ridership and Vehicle Miles / 2007-2010

Option A: 10%, 10%, 10%; \$7 Saturday; \$7 Sunday

	2007				
	2006	Year-End	2008	2009	2010
	Actual	Projected*	Forecast	Forecast	Forecast
Passenger Trips					
BNSF Railway	15,829,000	16,314,000	16,314,000	15,782,000	15,191,000
Union Pacific	25,629,000	26,998,000	26,998,000	26,118,000	25,140,000
South Shore	4,414,000	4,626,000	4,626,000	4,475,000	4,308,000
Electric District	11,533,000	11,878,000	11,878,000	11,491,000	11,060,000
Heritage Corridor	726,000	744,000	744,000	720,000	693,000
Milwaukee District	12,859,000	13,368,000	13,368,000	12,932,000	12,447,000
North Central Service	1,245,000	1,400,000	1,400,000	1,354,000	1,304,000
SouthWest Service	2,163,000	2,415,000	2,415,000	2,336,000	2,248,000
Rock Island	9,933,000	10,118,000	10,118,000	9,788,000	9,422,000
System Total	84,331,000	87,861,000	87,861,000	84,996,000	81,813,000
Year-to-Year Change		4.2%	0.0%	-3.3%	-3.7%
Passenger Miles					
BNSF Railway	367,565,000	383,582,000	387,214,000	374,587,000	360,558,000
Union Pacific	587,807,000	623,163,000	637,845,000	617,045,000	593,937,000
South Shore	137,975,000	143,620,000	142,799,000	138,143,000	132,969,000
Electric District	223,012,000	232,007,000	233,364,000	225,754,000	217,299,000
Heritage Corridor	20,613,000	21,725,000	22,057,000	21,338,000	20,539,000
Milwaukee District	317,062,000	333,434,000	338,446,000	327,409,000	315,148,000
North Central Service	39,552,000	46,549,000	49,092,000	47,491,000	45,712,000
SouthWest Service	40,524,000	47,861,000	50,089,000	48,456,000	46,641,000
Rock Island	209,566,000	213,628,000	212,526,000	205,596,000	197,896,000
System Total	1,943,675,000	2,045,569,000	2,073,432,000	2,005,817,000	1,930,699,000
Year-to-Year Change		5.2%	1.4%	-3.3%	-3.7%
Revenue Car Miles					
BNSF Railway	5,266,000	5,339,000	5,359,000	5,354,000	5,354,000
Union Pacific	11,347,000	11,974,000	12,208,000	12,193,000	12,193,000
South Shore	3,614,000	3,625,000	3,637,000	3,629,000	3,629,000
Electric District	4,609,000	4,659,000	4,666,000	4,656,000	4,656,000
Heritage Corridor	263,000	264,000	265,000	265,000	265,000
Milwaukee District	5,869,000	5,896,000	5,920,000	5,914,000	5,914,000
North Central Service	1,035,000	953,000	957,000	957,000	957,000
SouthWest Service	882,000	915,000	919,000	919,000	919,000
Rock Island	3,098,000	3,071,000	3,083,000	3,081,000	3,081,000
System Total	35,984,000	36,697,000	37,013,000	36,968,000	36,968,000
Year-to-Year Change		2.0%	0.9%	-0.1%	0.0%

*Based on January-June actuals

Note: Columns may not add exactly to System Totals due to rounding.

Table 13

Forecasted Ridership and Vehicle Miles / 2007-2010

Option B: 5%, 10%, 10%; \$7 Saturday Fares; No Sunday Service

	2007				
	2006	Year-End	2008	2009	2010
	Actual	Projected*	Forecast	Forecast	Forecast
Passenger Trips					
BNSF Railway	15,829,000	16,314,000	16,343,000	15,848,000	15,285,000
Union Pacific	25,629,000	26,998,000	27,046,000	26,226,000	25,294,000
South Shore	4,414,000	4,626,000	4,689,000	4,546,000	4,385,000
Electric District	11,533,000	11,878,000	11,899,000	11,538,000	11,128,000
Heritage Corridor	726,000	744,000	754,000	731,000	705,000
Milwaukee District	12,859,000	13,368,000	13,604,000	13,192,000	12,723,000
North Central Service	1,245,000	1,400,000	1,419,000	1,376,000	1,327,000
SouthWest Service	2,163,000	2,415,000	2,447,000	2,373,000	2,289,000
Rock Island	9,933,000	10,118,000	10,136,000	9,829,000	9,480,000
System Total	84,331,000	87,861,000	88,337,000	85,659,000	82,616,000
Year-to-Year Change		4.2%	0.5%	-3.0%	-3.6%
Passenger Miles					
BNSF Railway	367,565,000	383,582,000	387,899,000	376,138,000	362,774,000
Union Pacific	587,807,000	623,163,000	638,974,000	619,600,000	597,586,000
South Shore	137,975,000	143,620,000	144,734,000	140,346,000	135,359,000
Electric District	223,012,000	232,007,000	233,777,000	226,689,000	218,635,000
Heritage Corridor	20,613,000	21,725,000	22,356,000	21,678,000	20,908,000
Milwaukee District	317,062,000	333,434,000	344,436,000	333,993,000	322,126,000
North Central Service	39,552,000	46,549,000	49,757,000	48,248,000	46,534,000
SouthWest Service	40,524,000	47,861,000	50,768,000	49,228,000	47,479,000
Rock Island	209,566,000	213,628,000	212,902,000	206,447,000	199,112,000
System Total	1,943,675,000	2,045,569,000	2,085,604,000	2,022,368,000	1,950,513,000
Year-to-Year Change		5.2%	2.0%	-3.0%	-3.6%
Revenue Car Miles					
BNSF Railway	5,266,000	5,339,000	5,191,000	5,186,000	5,186,000
Union Pacific	11,347,000	11,974,000	11,677,000	11,662,000	11,662,000
South Shore	3,614,000	3,625,000	3,637,000	3,629,000	3,629,000
Electric District	4,609,000	4,659,000	4,467,000	4,457,000	4,457,000
Heritage Corridor	263,000	264,000	265,000	265,000	265,000
Milwaukee District	5,869,000	5,896,000	5,693,000	5,687,000	5,687,000
North Central Service	1,035,000	953,000	957,000	957,000	957,000
SouthWest Service	882,000	915,000	919,000	919,000	919,000
Rock Island	3,098,000	3,071,000	2,986,000	2,984,000	2,984,000
System Total	35,984,000	36,697,000	35,791,000	35,746,000	35,746,000
Year-to-Year Change		2.0%	-2.5%	-0.1%	0.0%

*Based on January-June actuals

Note: Columns may not add exactly to System Totals due to rounding.

Ridership Related Statistics -- July 2006 - June 2007

Carrier/Line	Passenger Loads (conductor counts)											Annual Passenger Trips	Annual Passenger Miles	Annual Passenger Revenue*	Avg Rev Per Psngr Trip	Avg Trip Length (miles)
	Weekday Average			Avg			Avg Sunday	Avg Saturday	Avg Week							
	Peak	Reverse	Midday	Evening	Total											
Burlington Northern Santa Fe	46,300	3,200	6,200	4,700	60,400	13,200	7,600	322,800	16,053,400	373,019,400	\$43,617,800	\$2.72	23.2			
Union Pacific	21,300	4,200	3,900	2,400	31,800	9,900	6,300	175,200	8,667,700	172,398,800	\$22,387,400	\$2.58	19.9			
Northwest	30,500	2,700	4,900	2,600	40,700	11,200	7,100	221,800	10,056,300	260,118,700	\$28,702,300	\$2.85	25.9			
West	23,100	1,300	3,400	2,000	29,800	8,000	6,000	163,000	7,708,300	168,172,200	\$20,217,900	\$2.62	21.8			
Total	74,900	8,200	12,200	7,000	102,300	29,100	19,400	560,000	26,432,300	600,689,700	\$71,307,600	2.697745	22.72559			
South Shore (NICTD)	10,800	500	2,200	1,000	14,400	5,900	4,400	82,300	4,468,700	140,860,500	\$18,631,900	\$4.17	31.5			
Electric District	27,100	800	4,400	2,100	34,400	7,700	3,800	183,500	10,489,700	210,999,700	\$26,423,300	\$2.52	20.1			
Blue Island	2,500	200	500	100	3,200	800	0	16,800	229,400	3,968,600	\$564,800	\$2.46	17.3			
So Chicago	5,100	400	1,000	400	7,000	2,200	800	38,000	998,300	11,068,700	\$1,572,800	\$1.58	11.1			
Total	34,700	1,400	5,900	2,600	44,600	10,700	4,600	238,300	11,717,400	226,037,000	\$28,560,900	2.437478	19.29071			
Heritage Corridor	2,900	0	0	0	2,900	0	0	14,500	736,200	20,980,500	\$2,137,900	\$2.90	28.5			
Milwaukee District	16,100	2,600	2,500	1,500	22,600	4,500	3,100	120,600	6,772,400	165,182,500	\$19,323,800	\$2.85	24.4			
West	17,500	900	2,200	1,100	21,700	4,800	3,300	116,600	6,384,100	158,107,000	\$18,021,300	\$2.82	24.8			
Total	33,600	3,500	4,700	2,600	44,300	9,300	6,400	237,200	13,156,500	323,289,500	\$37,345,100	\$2.84	24.6			
North Central Service	3,700	200	400	200	4,500	0	0	22,500	1,325,900	41,638,700	\$4,370,000	\$3.30	31.4			
SouthWest Service	7,900	100	700	400	9,000	0	0	45,000	2,287,500	43,055,000	\$5,660,200	\$2.47	18.8			
Rock Island District	31,000	500	3,800	1,300	36,700	4,300	3,000	190,800	9,956,100	210,593,700	\$25,483,400	\$2.56	21.2			
System Totals	245,700	17,600	36,000	19,800	319,100	72,300	45,300	1,713,400	86,133,900	1,960,164,000	\$237,114,700	\$2.75	23.0			

Note: Columns may not add exactly to System Totals due to rounding. Values rounded to nearest 100.

*Includes proceeds from 5% Capital Farebox Financing Program.

Table 15

Ticket Sales by Ticket Type -- July 2006 - June 2007

Carrier/Line	Between Chicago, IL (Cook County) and...	Monthly	Weekly	25-Ride	Ten-Ride	Regular		Conductor		Weekend	Link-Up	PlusBus
						One-Way	Ten-Ride	One-Way	One-Way			
Burlington Northern Santa Fe	Aurora, IL (Kane County)	243,500	0	N/A	347,400	910,800	473,100	271,100	16,500	5,400		
Union Pacific	Kenosha, WI (Kenosha County)	102,200	0	N/A	251,200	555,100	630,400	216,800				
	Harvard, IL (McHenry County)	128,400	0	N/A	227,700	828,100	681,600	285,300				
	Geneva, IL (Kane County)	105,100	0	N/A	174,400	555,100	391,900	192,200				
Total		335,700	0	N/A	653,300	1,938,200	1,703,900	694,200	21,200	3,000		
South Shore (NICTD)	South Bend, IN (St. Joseph Co.)	55,900	N/A	16,300	23,200	757,900	685,000	N/A	N/A	N/A		
Electric District	University Park, IL (Will County)	151,800	0	N/A	198,100	1,225,600	347,600	134,600				
	Blue Island, IL (Cook County)	3,300	0	N/A	4,200	32,600	7,600	2,100				
	So Chicago	13,000	0	N/A	23,100	167,700	33,500	900				
Total		168,100	0	N/A	225,400	1,425,900	388,700	137,600	16,000	1,500		
Heritage Corridor	Joliet, IL (Will County)	13,600	0	N/A	11,800	11,000	17,600	0	**	**		
Milwaukee District	Fox Lake, IL (Lake County)	84,800	0	N/A	180,800	450,400	449,800	173,900				
	Elgin, IL (Kane County)	90,000	0	N/A	117,100	477,000	461,500	170,500				
Total		174,900	0	N/A	298,000	927,400	911,300	344,400	28,500	4,800		
North Central Service	Antioch (Lake County)	20,000	0	N/A	26,800	46,200	147,400	600	1,100	100		
SouthWest Service	Orland Park, IL (Cook County)	39,500	0	N/A	42,300	67,500	93,900	600	**	**		
Rock Island District	Joliet, IL (Will County)	157,600	0	N/A	195,600	596,200	314,300	118,400	9,400	400		
System Totals		1,208,900	0	16,300	1,823,700	6,681,100	4,735,300	1,566,900	92,800	15,300		

**Included with Milwaukee District sales.

N/A: Not Available

Note: Columns may not add exactly to System Totals due to rounding.

Table 16

Proposed 2008 Adult Fare Schedule

Option A: 10%

Ticket	A	B	C	D	E	F	G	H	I	J	K	M	
A	Monthly	58.05											
	Ten-Ride	18.30											
	One-Way	2.15											
B	Monthly	63.45	58.05										
	Ten-Ride	20.00	18.30										
	One-Way	2.35	2.15										
C	Monthly	90.45	63.45	58.05									
	Ten-Ride	28.50	20.00	18.30									
	One-Way	3.35	2.35	2.15									
D	Monthly	102.60	90.45	63.45	58.05								
	Ten-Ride	32.30	28.50	20.00	18.30								
	One-Way	3.80	3.35	2.35	2.15								
E	Monthly	116.10	102.60	90.45	63.45	58.05							
	Ten-Ride	36.55	32.30	28.50	20.00	18.30							
	One-Way	4.30	3.80	3.35	2.35	2.15							
F	Monthly	128.25	116.10	102.60	90.45	63.45	58.05						
	Ten-Ride	40.40	36.55	32.30	28.50	20.00	18.30						
	One-Way	4.75	4.30	3.80	3.35	2.35	2.15						
G	Monthly	139.05	128.25	116.10	102.60	90.45	63.45	58.05					
	Ten-Ride	43.80	40.40	36.55	32.30	28.50	20.00	18.30					
	One-Way	5.15	4.75	4.30	3.80	3.35	2.35	2.15					
H	Monthly	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05				
	Ten-Ride	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30				
	One-Way	5.65	5.15	4.75	4.30	3.80	3.35	2.35	2.15				
I	Monthly	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05			
	Ten-Ride	51.85	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30			
	One-Way	6.10	5.65	5.15	4.75	4.30	3.80	3.35	2.35	2.15			
J	Monthly	178.20	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05		
	Ten-Ride	56.10	51.85	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30		
	One-Way	6.60	6.10	5.65	5.15	4.75	4.30	3.80	3.35	2.35	2.15		
K	Monthly	190.35	178.20	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05	
	Ten-Ride	59.95	56.10	51.85	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30	
	One-Way	7.05	6.60	6.10	5.65	5.15	4.75	4.30	3.80	3.35	2.35	2.15	
M	Monthly	217.35	203.85	190.35	178.20	164.70	152.55	139.05	128.25	116.10	102.60	90.45	58.05
	Ten-Ride	68.45	64.20	59.95	56.10	51.85	48.05	43.80	40.40	36.55	32.30	28.50	18.30
	One-Way	8.05	7.55	7.05	6.60	6.10	5.65	5.15	4.75	4.30	3.80	3.35	2.15

Saturday	\$7.00
Sunday	\$7.00
On-Board Surcharge:	\$2.00

Table 17

Proposed 2008 Special-User Fares

Option A: 10%

Ticket	A	B	C	D	E	F	G	H	I	J	K	M	
A	Monthly	39.40											
	Ten-Ride	10.50											
	One-Way	1.05											
B	Monthly	43.15	39.40										
	Ten-Ride	11.50	10.50										
	One-Way	1.15	1.05										
C	Monthly	61.90	43.15	39.40									
	Ten-Ride	16.50	11.50	10.50									
	One-Way	1.65	1.15	1.05									
D	Monthly	71.25	61.90	43.15	39.40								
	Ten-Ride	19.00	16.50	11.50	10.50								
	One-Way	1.90	1.65	1.15	1.05								
E	Monthly	80.65	71.25	61.90	43.15	39.40							
	Ten-Ride	21.50	19.00	16.50	11.50	10.50							
	One-Way	2.15	1.90	1.65	1.15	1.05							
F	Monthly	88.15	80.65	71.25	61.90	43.15	39.40						
	Ten-Ride	23.50	21.50	19.00	16.50	11.50	10.50						
	One-Way	2.35	2.15	1.90	1.65	1.15	1.05						
G	Monthly	95.65	88.15	80.65	71.25	61.90	43.15	39.40					
	Ten-Ride	25.50	23.50	21.50	19.00	16.50	11.50	10.50					
	One-Way	2.55	2.35	2.15	1.90	1.65	1.15	1.05					
H	Monthly	105.00	95.65	88.15	80.65	71.25	61.90	43.15	39.40				
	Ten-Ride	28.00	25.50	23.50	21.50	19.00	16.50	11.50	10.50				
	One-Way	2.80	2.55	2.35	2.15	1.90	1.65	1.15	1.05				
I	Monthly	114.40	105.00	95.65	88.15	80.65	71.25	61.90	43.15	39.40			
	Ten-Ride	30.50	28.00	25.50	23.50	21.50	19.00	16.50	11.50	10.50			
	One-Way	3.05	2.80	2.55	2.35	2.15	1.90	1.65	1.15	1.05			
J	Monthly	123.75	114.40	105.00	95.65	88.15	80.65	71.25	61.90	43.15	39.40		
	Ten-Ride	33.00	30.50	28.00	25.50	23.50	21.50	19.00	16.50	11.50	10.50		
	One-Way	3.30	3.05	2.80	2.55	2.35	2.15	1.90	1.65	1.15	1.05		
K	Monthly	131.25	123.75	114.40	105.00	95.65	88.15	80.65	71.25	61.90	43.15	39.40	
	Ten-Ride	35.00	33.00	30.50	28.00	25.50	23.50	21.50	19.00	16.50	11.50	10.50	
	One-Way	3.50	3.30	3.05	2.80	2.55	2.35	2.15	1.90	1.65	1.15	1.05	
M	Monthly	150.00	140.65	131.25	123.75	114.40	105.00	95.65	88.15	80.65	71.25	61.90	39.40
	Ten-Ride	40.00	37.50	35.00	33.00	30.50	28.00	25.50	23.50	21.50	19.00	16.50	10.50
	One-Way	4.00	3.75	3.50	3.30	3.05	2.80	2.55	2.35	2.15	1.90	1.65	1.05

Table 18

Proposed 2008 Adult Fare Schedule

Option B: 5%

Ticket	A	B	C	D	E	F	G	H	I	J	K	M
Monthly	55.35											
A Ten-Ride	17.45											
One-Way	2.05											
Monthly	60.75	55.35						Saturday \$7.00				
B Ten-Ride	19.15	17.45						On-Board Surcharge: \$2.00				
One-Way	2.25	2.05										
Monthly	86.40	60.75	55.35									
C Ten-Ride	27.20	19.15	17.45									
One-Way	3.20	2.25	2.05									
Monthly	97.20	86.40	60.75	55.35								
D Ten-Ride	30.60	27.20	19.15	17.45								
One-Way	3.60	3.20	2.25	2.05								
Monthly	110.70	97.20	86.40	60.75	55.35							
E Ten-Ride	34.85	30.60	27.20	19.15	17.45							
One-Way	4.10	3.60	3.20	2.25	2.05							
Monthly	121.50	110.70	97.20	86.40	60.75	55.35						
F Ten-Ride	38.25	34.85	30.60	27.20	19.15	17.45						
One-Way	4.50	4.10	3.60	3.20	2.25	2.05						
Monthly	133.65	121.50	110.70	97.20	86.40	60.75	55.35					
G Ten-Ride	42.10	38.25	34.85	30.60	27.20	19.15	17.45					
One-Way	4.95	4.50	4.10	3.60	3.20	2.25	2.05					
Monthly	145.80	133.65	121.50	110.70	97.20	86.40	60.75	55.35				
H Ten-Ride	45.90	42.10	38.25	34.85	30.60	27.20	19.15	17.45				
One-Way	5.40	4.95	4.50	4.10	3.60	3.20	2.25	2.05				
Monthly	157.95	145.80	133.65	121.50	110.70	97.20	86.40	60.75	55.35			
I Ten-Ride	49.75	45.90	42.10	38.25	34.85	30.60	27.20	19.15	17.45			
One-Way	5.85	5.40	4.95	4.50	4.10	3.60	3.20	2.25	2.05			
Monthly	170.10	157.95	145.80	133.65	121.50	110.70	97.20	86.40	60.75	55.35		
J Ten-Ride	53.55	49.75	45.90	42.10	38.25	34.85	30.60	27.20	19.15	17.45		
One-Way	6.30	5.85	5.40	4.95	4.50	4.10	3.60	3.20	2.25	2.05		
Monthly	180.90	170.10	157.95	145.80	133.65	121.50	110.70	97.20	86.40	60.75	55.35	
K Ten-Ride	56.95	53.55	49.75	45.90	42.10	38.25	34.85	30.60	27.20	19.15	17.45	
One-Way	6.70	6.30	5.85	5.40	4.95	4.50	4.10	3.60	3.20	2.25	2.05	
Monthly	206.55	194.40	180.90	170.10	157.95	145.80	133.65	121.50	110.70	97.20	86.40	55.35
M Ten-Ride	65.05	61.20	56.95	53.55	49.75	45.90	42.10	38.25	34.85	30.60	27.20	17.45
One-Way	7.65	7.20	6.70	6.30	5.85	5.40	4.95	4.50	4.10	3.60	3.20	2.05

Table 19

Proposed 2008 Special-User Fares

Option B: 5%

Ticket	A	B	C	D	E	F	G	H	I	J	K	M
Monthly	37.50											
A Ten-Ride	10.00											
One-Way	1.00											
Monthly	41.25	37.50										
B Ten-Ride	11.00	10.00										
One-Way	1.10	1.00										
Monthly	60.00	41.25	37.50									
C Ten-Ride	16.00	11.00	10.00									
One-Way	1.60	1.10	1.00									
Monthly	67.50	60.00	41.25	37.50								
D Ten-Ride	18.00	16.00	11.00	10.00								
One-Way	1.80	1.60	1.10	1.00								
Monthly	76.90	67.50	60.00	41.25	37.50							
E Ten-Ride	20.50	18.00	16.00	11.00	10.00							
One-Way	2.05	1.80	1.60	1.10	1.00							
Monthly	84.40	76.90	67.50	60.00	41.25	37.50						
F Ten-Ride	22.50	20.50	18.00	16.00	11.00	10.00						
One-Way	2.25	2.05	1.80	1.60	1.10	1.00						
Monthly	91.90	84.40	76.90	67.50	60.00	41.25	37.50					
G Ten-Ride	24.50	22.50	20.50	18.00	16.00	11.00	10.00					
One-Way	2.45	2.25	2.05	1.80	1.60	1.10	1.00					
Monthly	101.25	91.90	84.40	76.90	67.50	60.00	41.25	37.50				
H Ten-Ride	27.00	24.50	22.50	20.50	18.00	16.00	11.00	10.00				
One-Way	2.70	2.45	2.25	2.05	1.80	1.60	1.10	1.00				
Monthly	108.75	101.25	91.90	84.40	76.90	67.50	60.00	41.25	37.50			
I Ten-Ride	29.00	27.00	24.50	22.50	20.50	18.00	16.00	11.00	10.00			
One-Way	2.90	2.70	2.45	2.25	2.05	1.80	1.60	1.10	1.00			
Monthly	118.15	108.75	101.25	91.90	84.40	76.90	67.50	60.00	41.25	37.50		
J Ten-Ride	31.50	29.00	27.00	24.50	22.50	20.50	18.00	16.00	11.00	10.00		
One-Way	3.15	2.90	2.70	2.45	2.25	2.05	1.80	1.60	1.10	1.00		
Monthly	125.65	118.15	108.75	101.25	91.90	84.40	76.90	67.50	60.00	41.25	37.50	
K Ten-Ride	33.50	31.50	29.00	27.00	24.50	22.50	20.50	18.00	16.00	11.00	10.00	
One-Way	3.35	3.15	2.90	2.70	2.45	2.25	2.05	1.80	1.60	1.10	1.00	
Monthly	142.50	135.00	125.65	118.15	108.75	101.25	91.90	84.40	76.90	67.50	60.00	37.50
M Ten-Ride	38.00	36.00	33.50	31.50	29.00	27.00	24.50	22.50	20.50	18.00	16.00	10.00
One-Way	3.80	3.60	3.35	3.15	2.90	2.70	2.45	2.25	2.05	1.80	1.60	1.00

Legal Notice

Commuter Rail Board (Metra) Public Hearings on Proposed Operating and Capital Program and Budget for Fiscal Year 2008.

Notice is hereby given that the Commuter Rail Division of the Regional Transportation Authority (Metra) will hold public hearings on its proposed Operating and Capital Program and Budget for Fiscal Year 2008 (January 1, 2008 to December 31, 2008).

Any person may present views orally at the hearing or by submitting written material at any time, but no later than 24 hours after the conclusion of the hearings on November 7th and November 8th, 2007.

Copies of the preliminary Operating and Capital Program and Budget for Fiscal Year 2008 together with the 2009 and 2010 Financial Plan, and Fiscal Years 2008-2012 Capital Program, available for public inspection after October 26, 2007 at the offices of the Metra Board, Room 1300, 547 West Jackson Boulevard, Chicago, Illinois, 60661 and in the offices of the Regional Transportation Authority, 175 West Jackson Boulevard, Chicago, Illinois, 60604. The documents will be available at city and village offices in the six-county Northeastern Illinois region seven (7) days prior to the hearings.

Listed at right are the dates, times and locations of the Public Hearings scheduled.

Metra will provide reasonable auxiliary aids or services necessary to afford an individual with a disability an equal opportunity to participate. Persons requiring assistance are requested to notify Metra of their needs well in advance to provide sufficient time to make these accommodations. Requests for services should be made to our Community Affairs Department at (312) 322-6753.

Public Hearing Schedule

Wednesday, November 7, 2007 – 4-7 p.m.

McHenry County

Woodstock City Hall
City Council Chambers
121 W. Calhoun St.
Woodstock, Illinois

DuPage County

Clarendon Hills Village Hall
Village Board Room
1 N. Prospect Ave.
Clarendon Hills, Illinois

Suburban Cook (North)

Arlington Heights Senior Center
Room 183
1801 W. Central
Arlington Heights, Illinois

Suburban Cook (South)

Homewood Village Hall
Village Board Room
2020 Chestnut Rd.
Homewood, Illinois

Thursday, November 8, 2007 – 4-7 p.m.

Lake County

Grayslake Village Hall
Village Board Room
10 S. Seymour
Grayslake, Illinois

City of Chicago

Metra
547 W. Jackson Blvd.
13th Floor Board Room
Chicago, Illinois

Will County

Joliet City Hall
East Wing Conference Room
150 W. Jefferson st.
Joliet, Illinois

Kane County

Geneva City Hall
City Council Chambers
22 S. First St.
Geneva, Illinois

ORDINANCE NO. MET 07-05

COMMUTER RAIL BOARD ORDINANCE NO. MET 07-05

BE IT ORDAINED:

- 1. The Board of Directors of the Commuter Rail Division of the Regional Transportation Authority ("Commuter Rail Division") hereby releases the Preliminary 2008 Operating and Capital Program and Budget, the 2009-2010 Financial Plan, and the 2008-2012 Capital Program for Public Hearings and public discussion.*
- 2. The Board of Directors of the Commuter Rail Division also authorizes said Public Hearings to be held in the City of Chicago, Suburban Cook County, DuPage County, Kane County, Lake County, McHenry County, and Will County with times and locations as specified in the Legal Notice. This is in compliance with Section 3B.10 of the Regional Transportation Authority Act, (70 ILCS 3615/1.01 et seq.).*

FY2008 Budget Presentation Schedule

County Board Presentations

Cook County

Tuesday, November 6, 2007 – 10:00 a.m.
Cook County Board of Commissioners
188 N. Clark St., 5th Floor
Chicago, Illinois

McHenry County

Tuesday, November 6, 2007 – 9:00 a.m.
McHenry County Board
County Board Room
667 Ware
Woodstock, Illinois

Will County

Thursday, November 8, 2007 – 10:00 a.m.
Will County Board Executive Committee
Will County Board Office
302 N. Chicago St.
Joliet, Illinois

Kane County

Tuesday, November 13, 2007 – 9:45 a.m.
Kane County Board
Kane County Government Center
County Board Room
719 Batavia Ave., Building A
Geneva, Illinois

DuPage County

Tuesday, November 13, 2007 – 10:00 a.m.
DuPage County Board
DuPage County Administration Building
County Board Room
421 N. County Farm Rd.
Wheaton, Illinois

Lake County

Tuesday, November 13, 2007 – 9:00 a.m.
Lake County Board
Lake County Court House
County Board Room
18 N. County St.
Waukegan, Illinois

